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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)
SUBJECT Road and Bridge Construction

DATE DISTR. 25 Feb. 1952

NO. OF PAGES 3

PLACE ACQUIRED

25X1A

REFERENCE COPY

NO. OF ENCLS. (LISTED BELOW)

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DATE OF INFO.

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SUPPLEMENT TO REPORT NO.

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SOURCE

1. [REDACTED] the Directorate General Highways that the SCC ordered the load capacity of all bridges on Reichsautobahnen and national highways be increased from 60 tons to 80 tons. (1)
2. [REDACTED] source learned from an employee of the Kreisverwaltung (district administration) of Salzwedel that all long distance highways in the Soviet Zone of Germany were to be reconditioned during the summer and fall of 1951. All bridges on these highways are scheduled to be reinforced to a load capacity of 60 tons. (1) Source also learned that, as part of this program, national highway No 71, which runs from Salzwedel to Bernburg via Magdeburg, was reconditioned at the end of June 1951. (2)
3. Source observed that national highway No 67 was being straightened between Zerpenschleuse and Pechteich north of Marienwerder. On a bulletin board posted at the construction site, it was stated that the road was to be opened to traffic on 20 December 1951. Construction work was executed by the Bauunion Potsdam. Work on the construction of a new bridge across the Werbellin Canal had not started on 24 July. (3)
4. [REDACTED] source learned that the highway between Rathenow and Fischbeck had been opened to traffic as far as Cross-Wudicke near Rathenow since the end of May 1951. The highway is 14 meters wide and is paved with stone. Work on the stretch from Cross-Wudicke to Rathenow was started in June.
5. The reinforcement of the bridge across the Havel River on national highway No 96 near Sachsenhausen railroad station was completed in April 1951. Bridge I is about 16 meters long and has a roadbed 6 meters wide with two sidewalks in the width of 2 meters each. Bridge II is 85 meters long and has a roadway 6 meters wide with two sidewalks 2 meters and 1.5 meters wide respectively. The bridge consists of two spans each of them about 20 meters wide. (4)
6. [REDACTED] source observed that the new highway scheduled to be built from Neue Schleuse to Fischbeck on the Elbe River has been built as far as the perimeter of Rathenow. Source believed that the wooden bridge across the Havel River will be replaced by a permanent structure.

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- 25X1 7. [] work on the reconstruction of the Autobahn bridge across the Elbe River near Dresden had progressed so that one lane of the Autobahn could be used. (5)
- 25X1 8. [] reconstruction work on the North Bridge in Magdeburg, formerly Minkenberg Bridge, was being pushed. The Avus firm formerly Mannesmann, in Leipzig, the firm of Pappardt in Rostock and the Bauunion in Halle were contracted for this work.
- 25X1 9. [] source learned that the SCC ordered the immediate construction of a new bridge across the Oder River on national highway No 5 near Frankfurt/Oder. The temporary bridge was to be replaced by a reinforced concrete structure. Two thousand tons of cement were to be made available for the project in August, September and October. The bridge will be about 265 meters long and will probably have a load capacity of 100 tons. (6)
- 25X1 10. [] source observed that the Kapendorf-Lauchstaedt highway was blocked to traffic because the bridge across the Laucha River at the road junction 200 meters south of Milzau railroad station was being reconstructed. The previous bridge is obviously to be enlarged so that tanks can cross it. Two Soviet officers were observed at the construction site. (7)
- 25X1 11. [] source learned [] that the bridge under construction across the canal on Magdeburger Strasse was to be a reinforced concrete structure. (8) 25X1
- 25X1 12. [] source observed that the bridge across the Neisse River in Ludenau was reconstructed and guarded by a double sentry of border police. The bridges across the Neisse River in Steinbach and Klein-Priebus, which have been reconstructed with wood, were blocked by wooden barriers. All the other bridges across the Neisse River as far as Muskau are still destroyed. (9)
13. The railroad viaduct near Goerlitz and the footbridge beside it were still destroyed in September. (10) A wooden road bridge 90 meters long and 10 meters wide was the only connection between the two banks of the Neisse River in Goerlitz. (11)
- 25X1 14. [] a resident of Finow observed that two tanks were being used to test the bridge across the Finow Canal in Angermuender Strasse. The testing was supervised by a Soviet engineer officer. (12)
- 25X1 15. [] source learned [] that a second lane was to be added to the Reichsautobahn between Fuerstenwalde and Frankfurt/Oder. The Autobahn is to be extended beyond Frankfurt/Oder into the Polish-occupied territory of Germany. At present, it will allegedly be extended only 50 to 60 km. (13) 25X1
- 25X1 16. [] source learned in Kuestrin that the Soviets had ordered the completion within six weeks of the road bridge near Genshmar on the Berlin-Golzow-Genshmar-Oderfahre, near Nieschen, highway. (14)
17. After urgent representations of the Directorate General, Motor Traffic and Roads, with the Central Secretariat of Walter Ulbricht the assurance was given that work on the construction of the Oder River bridge near Frankfurt/Oder need not to be suspended. (6)

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18. [] the Council of Ministers approved that the construction of the road bridge across the Oder River in Frankfurt/Oder be classified as a first priority project. A total of 145 tons of steel castings are required for the rollers of the bridge supports. The steel will be furnished by the Zentralgussbuero (Central Casting Bureau) in Leipzig. (6)

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- (1) The Soviets had previously demanded that load capacities of bridges be increased to 60 tons.
 (2) National highway No 71 is an important north-south route in the western portion of the Soviet Zone of Germany.
 (3) For location sketch, see Annex 1. National highway No 67 is an important east-west connection from Frankfurt/Oder to Neustadt/Dosse via Eberswalde.

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- (4) For location sketch of bridge, see Annex 2. The reconstruction of this bridge was reported previously. [] []
 (5) Construction work was reportedly suspended for lack of cement.

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- (5) Work on the foundations of the bridge piers has been under way for several months. [] [] . Because of lack of cement, the project was to be suspended. [] [] . However, it now appears that construction work will continue since the bridge was declared as a first priority project. See also paragraphs 17 and 18 of the present report.

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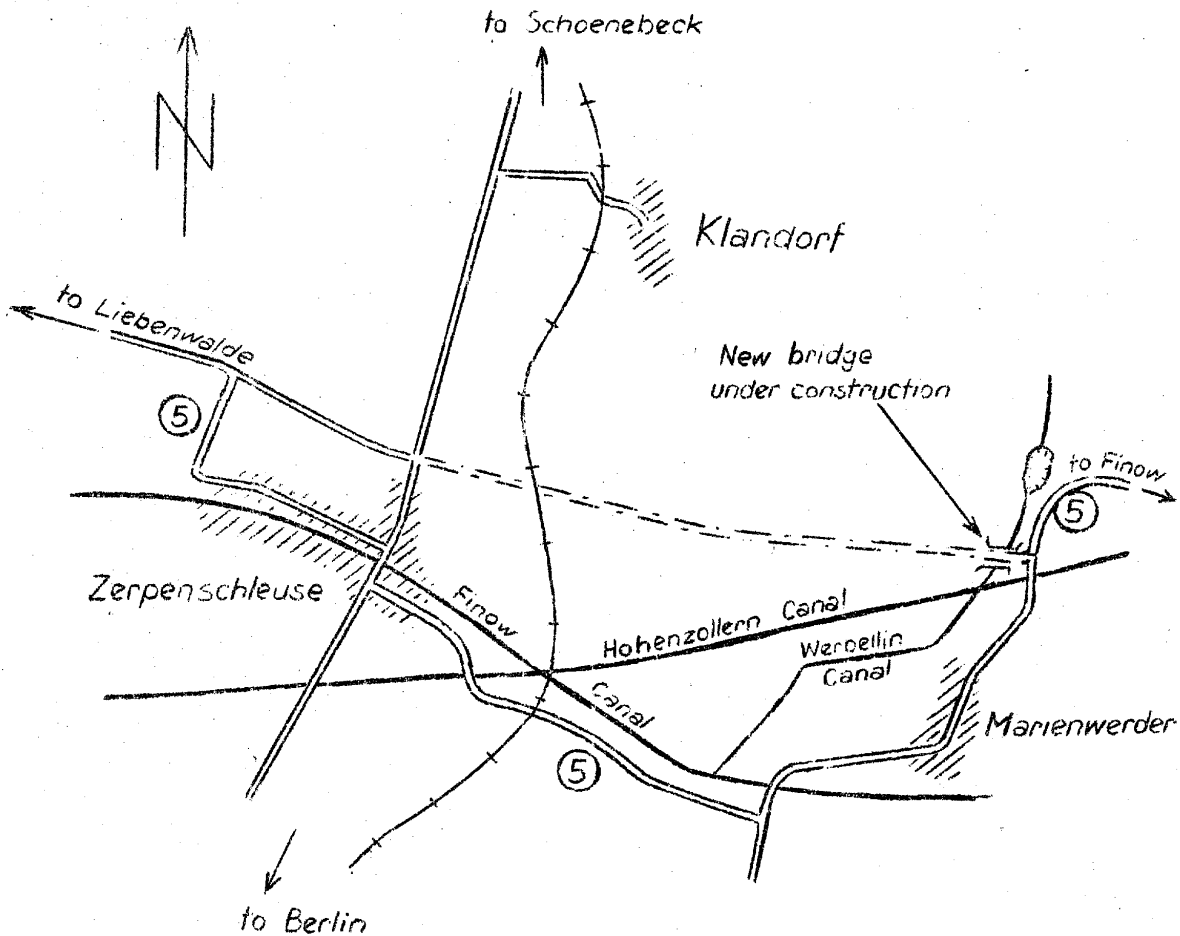
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- (7) This bridge is in a category I road which connects Merseburg and Querfurt. The bridge is of local importance only.
 (8) It is believed that this statement refers to the Quenz Bridge in the city of Brandenburg on national highway No 1. The bridge was included in the 1950 construction program.
 (9) The completion of the reconstructed roadbridge near Lodenau was also reported in the Soviet Zone press. The bridge is on national highway No 99 from Zittau to Sagan via Goerlitz.
 (10) This important viaduct was scheduled to be reconstructed in the second half of 1950.
 (11) This refers to the Reichenberger Bridge in Goerlitz.
 (12) The reinforcement of this bridge was included in the 1950 construction program.
 (13) The section of the Reichsautobahn mentioned is the last stretch of the Hannover-Magdeburg-Berlin-Frankfurt/Oder route, which is of great importance for east-west traffic. This autobahn terminates near Frankfurt/Oder. It had been planned to extend this autobahn to Warsaw via Poznan during the Third Reich.
 (14) It is not clear what bridge this statement refers to. Since no bridge across the Oder River exists in this area, it is believed that a minor bridge across a minor river is concerned. The road net northwest of Kuestrin is poor and of local importance only.

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ANNEX 1 TO



⑤ Reichsstrasse (main road) No 5

--- New road under construction

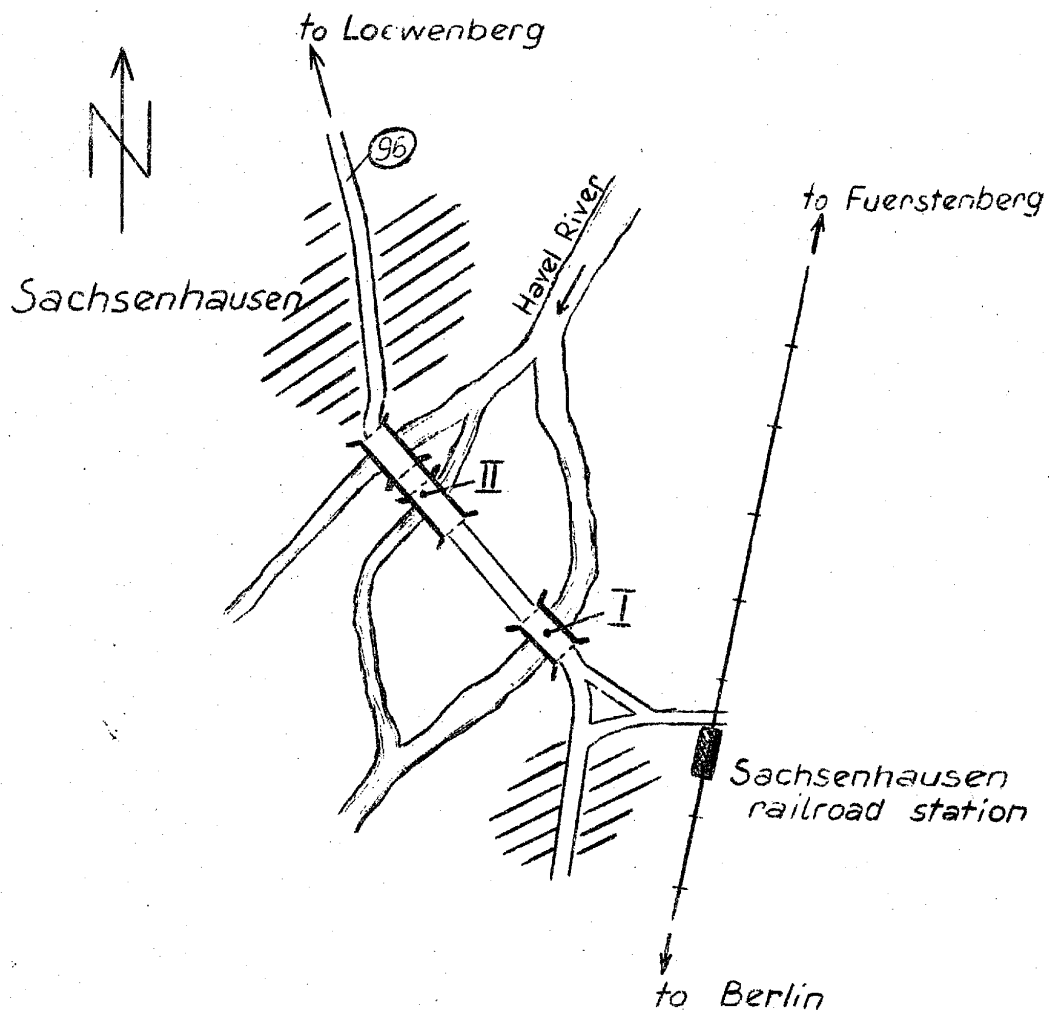
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ANNEX CC

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